

GRUMMAN

plane news

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ICAP II sharpens Prowler's claws - pg. 3

Saving energy: no light subject



Light show. Lots of kilowatts being wasted here. We're not just picking on Plant 25, though: our photographer took shots of several plants — and most of them are lit up like Christmas trees. (Photo by Jim Prestinari)

What's wrong with this picture? Plenty, says Don Stein of Facilities Engineering's Energy Conservation Services. The photo was taken at about 10:30 p.m. on May 18. The number of cars in the parking lot gives you some idea of how many people are actually working in the building at that hour — "But look at all the lighted windows," says Stein. "Too many people aren't turning out their lights when they leave."

Watt's up

Grumman's electricity consumption increased nearly four percent from 1980 to 1981, Stein notes. "And to make matters worse, the first quarter of 1982 compared to the same period

last year shows an increase of another 4.1 percent," he says. "Our electrical costs are up 44.6 percent over 1980 — and most of that goes for lighting."

Is the news all bad? No, says Stein. "On the plus side, Grumman was recently selected by the U.S. Navy as one of the recipients of its Fiscal 1981 Energy Conservation awards — the only contractor to receive this honor."

The award was based on the company's energy conservation efforts in the new Final Finish facility at Calverton. This new paint hangar, which was opened in July 1980, saves the energy equivalent of 1,326,000 gallons of fuel per year over conventional paint hangars. "But in spite of this project and other

behind-the-scenes modifications, our bills are still going up — and this picture tells you why," Stein says.

Energy Conservation Services offers these notes about lighting:

- Turn off the lights in unoccupied areas during normal working hours.
- Turn off office and shop area lights when you leave for the day.
- Use the minimum number of lighting fixtures necessary for a task.
- If you are the lone occupant of an office, turn off the lights if you'll be away from your desk for more than five minutes.
- Can't figure out the lighting control panel in your area? Ask the plant manager, your administrator, or the Facilities plant superintendent to explain how it works.

Picnic tix go on sale June 14

People who plan ahead will be happy to hear that the date for the 41st Annual Grumman Aerospace Family Picnic at Calverton has been set. The yearly Grumman get-together will be held Saturday, July 17; raindate is Sunday, July 18.

Tickets go on sale next Monday, June 14, at all Employee Services (ES) offices. Admission is \$4 per person; there is no charge for children under the age of 12 years. *No tickets will be sold at the gate.*

All Grummanites and their family members living under the same roof are invited. Singles may bring along a date.

Money matters

What do you get for your \$4? Plenty of beer, soda, milk, ice cream, and hotdogs are available at the numerous booths scattered throughout the spacious Calverton picnic grounds.

There are loads of kiddie rides

for the tots; the popular St. Moritz Express amusement ride attracts the older kids. Also running at full steam will be the two Grumman trains — the Bethpage-Calverton Express and the Long Island Railroad.

No Grumman family picnic would be complete without the traditional noontime entertainment. The acts are still being signed, but Charlie Fuschillo, head of ES, promises that the annual show will feature plenty of thrills and laughter for all.

Kiddie bouts

Immediately following the noon show will be the kiddie boxing bouts. If you want your son to compete in the ring July 17, complete the application form on this page and mail it to Charlie Fuschillo, A44-002. Contestants must be between the ages of 3 and 12.

Additional details of the upcoming picnic will appear in future issues of *Plane News*.



Good times. The date for the annual Grumman Family Picnic is Saturday, July 17; buy your tickets at Employee Services, starting Monday, June 14.

Kiddie boxing bouts Entry form

Boxer's name
Age Weight.....
Parent's name
Permanent number Ext.

Mail to: ESO, A44-002

Prowler's electronic punch made more potent

Grumman's EA-6B Prowler has been leading the Navy's electronic countermeasures system for more than 11 years. Soon the next generation Prowler, called ICAP II, will take an even stronger lead.

The ICAP (for Improved Capability) II Prowler, developed under a \$40.9 million contract, had a near perfect grade in its Navy test and evaluation trials which it completed in April at the Patuxent River, Maryland, Naval Air Test Center. Grumman has received a provisional approval for service use. This allows the Naval Air Systems Command to authorize limited production and retrofit.

There is just one hurdle to clear before the Navy approves full production: the operational evaluation, which began on May 14.

The first production ICAP II, aircraft P-99, will be delivered in January 1984 and some earlier Prowlers will be updated to the ICAP II configuration.

"We have only built 91 EA-6Bs and yet this is the fourth major version of the aircraft," says program director Dan O'Neill. "Because of the rapid, continuous changes in electronics warfare, we must constantly adapt the system, not only to combat the current threat but to anticipate future threats."

The fifth generation of Prowlers, the ADVCAP (for Advanced Capability) series, is already on the drawing boards.

The Prowler is a tactical jamming system, designed to neutralize enemy radars. Its airframe is based on that of the A-6 Intruder. The fuselage was lengthened to accommodate the crew of pilot and three electronics countermeasures officers (ECMO). More powerful engines were added and pods with jamming transmitters replaced the Intruder's bomb racks and missile rails.

One of the major ICAP II's modifications was in the pods.

An EA-6B can carry up to five pods, one under the fuselage and two under each wing. Each pod contains an exciter, which generates jamming signals in specific frequency bands, and two transmitters that amplify and broadcast the



Perfect landing. The ICAP II Prowler, making an arrested landing here at the Patuxent River Naval Air Test Center in Maryland, performed so well during its test and evaluation trials that the Navy, in their report, said in part that, "The EA-6B ICAP II's unique components demonstrate excellent potential for the tactical electronics warfare mission. . ."

signals.

"ICAP II exciter generates a variety of jammer modulations, tailored to specific threat radars, making better use of available transmitters," says Bob Scholly, program manager — Development.

This exciter is capable of generating signals in any of seven frequency bands, allowing each pod to jam in two different frequency bands simultaneously.

In the earlier versions of the Prowler, each exciter could only generate signals within one frequency band. Pods had to be changed each mission as potential targets changed.

Another major improvement is in the tactical software. The software provides threat identification information and a geographic display to help the ECMOs select the best targets to jam.

"We've also added an on-board program loader," Scholly says. "This is a cockpit-mounted recorder/reproducer that uses two cassettes of magnetic tape. One is for the computers themselves. If either of the two computers on board have a software problem, their programs can be reloaded."

The second cassette is for mission data. Information about the threats likely to be met on a mission, geographic map data for displays, strike routes and other information are prerecorded on the tape. On present Prowlers the ECMOs must enter this information manually into the computers. Maps cannot be displayed on present Prowler display screens.

The digital recorder logs what happens on each mission, updating

the file on threats. This information is used to plan subsequent missions.

The ICAP II Prowler is also the first Grumman aircraft to use the Navy's new standard computer, the AYK-14.

Who ever thought

According to O'Neill, the Navy and Congress are considering increasing production of the EA-6B. That's quite a difference from what was planned for the program 17 years ago. "This was anticipated to be a 42 aircraft program when we started in 1965. Today, Congress has approved production for six a year and then the Navy's aviation plans identify a need for more.

"We're in the five year defense plan to Fiscal Year 1988," says O'Neill. "That means we'll be producing aircraft into 1990."



What plane? When the ICAP II Prowler joins the fleet in 1984, it will have traded the sharp stripes of the development aircraft for the camouflage colors of production planes.

About the cover

Grumman's Richard Breunig photographed the EA-6B Prowler of VAQ-133 as it flew over Deception Pass on Whidbey Island, Washington. This Prowler is the EXCAP version, the second generation in the EA-6B family.

Unit values

Investment Plan
Unit Values
as of
April 30, 1982

Equity Fund	\$1.645 (\$1.572)
Fixed Income Fund	\$2.65 (\$2.571)
Guaranteed Income Fund	\$1.433 (\$1.419)
Grumman Stock Fund	\$25.375 (\$24.125)
(March 31, 1982 values are in parenthesis)	

The Goose is cooking in New Zealand

The following article was reprinted with permission from the British Airways News.

Watching the pilot retract the undercarriage *before* take-off is unusual — but it is normal procedure on one of the world's most unusual scheduled airline services.

The shortest sector is only five minutes and the cheapest fare less than £4.50 but Sea Bee Air's 40-year-old amphibians are as much part of downtown Auckland as the harbour bridge.

For thousands living on the islands north of Auckland, the Sea Bee Grumman Goose (or should it be geese?) are a vital link with the mainland.

Amphibious aircraft have long been part of the scene in a country where water is never far away. The Auckland operation started in 1955 and the planes still use harbourside Mechanics Bay — the New Zealand terminal for the old Empire Class flying boats.

Sea Bee flies five amphibians from Auckland and a "new" Turbo Goose is based at Funafuti on a Tuvalu government contract.

British Airways flight crews are familiar passengers on Sea Bee, swapping Tokyo for Tryphena, Miami for Motihue or Washington for Waiheke on the network.

Sea Bee carries 45,000 passengers a year. Where else in the world



On the waterfront. From 1937 to 1945, Grumman produced a total of 345 G-21 amphibious aircraft. The Navy, Army and the Coast Guard used the Goose during World War II. Several foreign countries also used the versatile plane, in addition to commercial use. Here, a Grumman Goose arrives at the old Wall Street aircraft docking station during the late 1930s.

Wanted: Foster parents

Saint Christopher's Home in Glen Cove, N.Y., is presently involved in a program of caring for 48 Indo-Chinese refugee children in Nassau and Suffolk counties.

Generally, these are boys between the ages of 13 and 17 in good health, with little knowledge of the English language. They have attended school in Vietnam, and usually the educational level attained is quite high.

These children are survivors who have escaped from the present regime in Vietnam. They are not available for adoption because most still have natural families in Vietnam.

Saint Christopher's is looking for foster parents who can give love and affection, and be concerned with the education and emotional adjustment of the children. The Home provides board, a clothing allowance, tutoring in English and covers all medical and dental expenses.

If you are interested, call Raymond Carlo at St. Christopher's Home, (516) 759-1844.

would a passenger carry an outboard motor as cabin baggage or a fishing rod be part of the pilot's kit?

The two daily flights to the Bay of Islands, 100 miles north of Auckland, run in competition with the HS748s of New Zealand's domestic carrier, Mt Cook Airlines. But Sea Bee Managing Director Murray Pope says flying from the heart of Auckland is a big advantage.

"A few months ago, a passenger left his hotel in Auckland at 8am and by 9:30 the same morning, he had hooked a 700lb marlin at the Bay of Islands. He wasn't fishing from the plane either. The trip by 748 would have taken about three hours from hotel to hotel," says Pope.

Hard to replace

The Goose was originally designed in 1934 and, like the DC3, it seems its only replacement is another Goose. About 200 remain around the world. Mr. Pope says a helicopter big enough to do the same job would cost \$7 million and even a hovercraft could not match the amphibian's speed and versatility.

The Goose carries 10 passengers, cruising at about 130 knots and 200ft although the height depends on the weather.

British Airways would find the day's duties at Sea Bee a little out of the ordinary to say the least. On the early morning flight to Waiheke, the plane swoops low over the sole house on Motuihe Island to deliver the daily newspaper from 200ft at 110mph.

"We can usually bounce it right up to the front door," said Mr. Pope. "But some of the weekend papers are big enough to land with a real bang. As soon as a milk carton is designed to survive the impact, the cow on Motuihe can retire."

Fast food takes on a new meaning with Sea Bee. Sixteen old age pensioners receive their hot lunches from the meals on wheels service from Auckland by the airline. Some 200 mercy flights are also operated every year — from flying sick dogs to the vet to dropping navigation charts to a Greek freighter which arrived off Auckland harbour with no approach guides.

Then there was the woman passenger impatient to leave the plane at Russell. Because of the low tide, a dinghy was brought out to the aircraft about 10 yards off the beach. Ignoring a request to wait, the woman — smartly dressed and in her fifties — tried to step into the boat just as someone tugged the painter.

The woman plunged into the water. Once on dry land she

haughtily demanded her suitcase and the laughing crowd was silenced when she took *all* her wet clothes off to change.

Then there was the pilot who spent three days of flights to Surfdale, Waiheke, delicately negotiating a semisubmerged row boat which had dragged its anchor on to his landing lane. On the fourth day, the exasperated pilot stripped to his underpants and dived in to shift the offending dinghy.

And the most popular person during an Auckland beer strike a few years ago? The Sea Bee pilot who flew planeloads of beer from an island hotel to help quench the city's thirst.

Running an aircraft which last came off the production line in 1946 presents few problems although some airframe parts have to be made locally.

"The Goose has already lasted about 45 years," said Mr. Pope. "I suppose they will still be flying around here in another 100 years."

On the move

Get out your little black book: the Grumman Aerospace Dayton office has a change of address. They are now at Suite 252, 333 West First Street, Dayton, Ohio 45402.



Hold that Tiger. At the Cradle of Aviation Museum, (L to R) Nick Dicce, Walt Szatkowski, George Petrilak, Art Romeo, and Bill Wange make sure their F-11-F Tiger is ready for display.

Grumman Restoration Team

'We're preserving Grumman history'

"We can do anything," says Walter Jankowski. "It just takes us a little longer."

With patience, ingenuity, and the skill that comes of years of experience, 18 Grumman retirees are turning battle-scarred wrecks into museum pieces. The latest project of the Grumman Restoration Team is an F-11-F Tiger, rescued from Floyd Bennett Field in Brooklyn.

George Petrilak meticulously sands a rim of metal at the engine outlet — but there is no engine in this plane. "We'll fit it with a red light and some strips of Mylar," says Petrilak, "then we'll put a piece of Plexiglass over it, and sand it down to diffuse the light. When it's on display, it'll look like the engine is firing."

The Tiger will be posed in take-off position aboard the U.S. Navy aircraft carrier *Intrepid* early this

summer. The *Intrepid* will be dedicated as a floating naval museum, to be anchored in the Hudson River at West 46th Street.

This is the second Tiger the retirees have restored. The first, once used by the Navy Blue Angels precision flying team, is now on display at the Nassau County Cradle of Aviation Museum in Garden City, along with a restored Lunar Module. A second LM, also restored by the retirees, is at the Franklin Institute in Philadelphia. An F4F Wildcat, their first project, is at the Smithsonian Institution in Washington, D.C.

The group, headed by Art Romeo, meets at Warehouse 6 in Bethpage every Tuesday. "We have a good time — all of us love this work," says Romeo. To get this Tiger ready for the paint shop, they've been coming in on Thursdays as well as for the past few weeks.

They're all aviation buffs, and most of them have stories. Before settling down at Grumman for 38 years, Bill Wange flew around in hot air balloons and also worked at Pratt & Whitney for a while. "In fact, I inspected the engines they used on Amelia Earhart's plane," says Wange. "Wasn't a thing wrong with them. . . those engines were fine. She just ran out of gas."

Their love for airplanes is evident in the care they take of the old Tiger in Warehouse 6. John Milli pats it gently as he walks around it, pointing out the patches and repairs they have made. "Just wait 'til we get it painted," he says. "It'll be beautiful."

"I'm sure a lot of people think we're crazy for volunteering our time like this," says Nick Dicce. "They don't understand that we do it because we enjoy it, and because this is something we care about."

Walter Jankowski agrees. "It's a real feeling of accomplishment. We're doing something for future generations — preserving Grumman history."

Although many of the retirees say that they missed the camaraderie of the shop, they also seem to think that things were better in their day.

"Years ago, if you needed something, you just called up and had it done. You didn't have to get bogged down in a lot of paperwork," says Petrilak. "It was a simpler time. . . and because there was no automation, people had more real talent with their hands."

"We weren't as specialized then," says Augie Ripp. "We built everything. The sheet metal came in one door and it would go out the other door as a finished airplane. The Gulfstream — the G-1 — was the last one Grumman built that way. You could actually see the results of your work. We have that same feeling here."

For Joe Riccobono, the Grumman Restoration Team is a chance to try something new. "In all my years here, I never worked in a shop — always an office. So I'm learning a little something new. I love it, and I wouldn't miss it for the world," he says.

"It keeps me young."

Roster

Since 1973, the Grumman Restoration Team has had more than 50 members. The current members are: George Burkhardt, Frank Bustamante, Nick Dicce, Otto Felser, Anthony Ferraioli, Milt Guttenberger, Walter Jankowski, John Milli, John Mollico, Joe Oliver, George Petrilak, Joe Riccobono, Augie Ripp, Art Romeo, Bill Schick, George Smith, James Steele, Walter Szatkowski, and Bill Wange.

On display

Two fine examples of the Grumman Restoration Team's work — a Lunar Module and an F-11-F Tiger — are on permanent display at Nassau County's Cradle of Aviation Museum. The museum is located in two airplane hangars next to Nassau Community College in Garden City.

Admission is free; hours are noon to 5 p.m. on Fridays, Saturdays, and Sundays. You can book a guided tour in advance by calling the museum's curator, William Kaiser, at (516) 222-1191.

people

Triple treat

Grumman retiree Frederick Schueuerman has certainly been a busy man lately.

In April, he received the merit award for outstanding participation and achievement in volunteer services within the Town of Oyster Bay.

On May 13, the Park View Nursing Home in Massapequa honored Schueuerman as "Volunteer of the Year."

Then, on June 3, the community activist received the Nassau County Volunteer of the Year Award at a special dinner.

Scouting the decades

Wesley Doyle, F-14 Contracts manager, has been affiliated with the Boy Scouts of America for over 30 years. Last month, he received the coveted "Silver Beaver Award" from the Scouts for his "distinguished service to youth."

Doyle started his active Scouting career in 1951. Throughout the past three decades, he has serviced in numerous posts from scoutmaster to committee chairman.

The Suffolk County Council nominated him for the national honor award.

Professionally speaking

George Collins, manager of Grumman's Reproduction Services, has been named "Manager of the Year" by the In-Plant Printing Management Association (IPMA). Collins has been involved with the professional organization over the past 12 years; he helped begin the Long Island chapter and served as its president for four years. . . . On May 20, Ron Unold, an engineer in Operations Analysis, was honored by the American Institute of Aeronautics and Astronautics (AIAA). He received a special service award commemorating his 25 years with AIAA and its North New Jersey Chapter.

Community leader

Nineteen people in Milledgeville, Georgia, learned that to be chosen for the Tomorrow's Leaders Program is a chance to work for the whole community. Grumman's Earl Seagle, the Inspection manager in Plant 66, was one of those 19.

"The Tomorrow's Leaders program was sponsored by the Milledgeville Chamber of Commerce to develop possible future leaders for Baldwin County," Seagle explains.

Seagle, who represents Grumman in the program, has been active in many youth groups



Earl Seagle

since he moved to Milledgeville four years ago. But the Tomorrow's Leaders program is something different, a new direction for him.

"We visited businesses and the courts. We learned how taxes are

collected, how the government of the county works.

"We were each assigned people to interview to find out how policies are set, what the tax structures are."

All this took place over a 10-week period. The nineteen participants, who represented Milledgeville's governmental, industrial and commercial sectors, spent three hours a night, once a week, talking with business or political leaders.

Since the program ended, they've begun an alumni group. They meet once a month to seek solutions for problems such as housing, unemployment, and education. By doing that they have begun to fulfill a purpose of Tomorrow's Leaders: to develop community activists.

People watchers

Ever wonder how we get leads on articles for the "People" page? A majority of our scoops come from Grummanites who know a newsworthy co-worker.

Some people don't like to toot their own horns, but their friends are not as timid. If you know a Grummanite who deserves coverage in Plane News, don't be shy; give us a call on Ext. 3293.



Can do attitude. Grummanites in Plant 12's Elements and Materials Test Laboratory are very conscious of ecology. For several weeks, they have been saving their soda cans for recycling. They recently called the local Boy Scout Troop 64 in Hicksville; troupe treasurer Leo Kanawada (L), and scout Gary Connor stopped by the plant to pick up the aluminum cans from group secretary Consuelo Lopez (R). The Plant 12 Grummanites hope to see them soon; they plan on drinking plenty more sodas in the coming months.

obituaries

KURT HAAKE of Prod. Avionics — Mgmt and Staff, Pl. 2, died April 6 at the age of 61. He had been with the company since 1951 and resided at 170 Princess Ave., Hicksville.

EDMUND K. BRIERTON of Electronic/Elect. PRD Support, Pl. 7, died May 16 at the age of 53. He had been with the company since 1954 and resided at 25 Bruce Lane, N. Kings Park.

FLORENCE IANNELLI of ILS Tech. Illus., Pl. 15, died May 11 at the age of 56. She had been with the company since 1974 and resided at 16 Barker Drive, Stonybrook.

Personals

Please accept our sincere thanks for your kind expressions of sympathy during the illness and loss of our mother. Ada Colter and Family

Our sincere thanks for the kind and thoughtful expressions of sympathy during the recent loss of our father. Larry Kosby and Family

We deeply appreciate your thoughtful expression of sympathy which was of the greatest comfort to us during the recent loss of our beloved mother. Tom Kristich and Family

To thank you for your kindness and sympathy at a time when it was deeply appreciated. The Milne Family

I wish to express my sincere thanks and appreciation to my friends and co-workers in Plant 77 for their sympathy and kindness during the recent loss of my mother. Dorothy Johnson

I would like to extend my sincere thanks to all who offered their sympathy and kindness during the recent loss of my mother. John Peck and Family

The sympathy and kindness so wholeheartedly extended to me and my family by co-workers and friends during the loss of our son gave more courage and consolation than words can express. Our heartfelt gratitude to all the Grumman family who helped so much. Les Rooney and Family

It is a great and wonderful feeling to have such good friends, and to have them remember me during my trying days. I can only try to express my deep thanks and appreciation for all the kindness, concern and thoughtfulness which has been shown to me. Elnora Hendricks

The family of Marvin Axelrod would like to thank all his friends and co-workers for their kindness, understanding and thoughtfulness during our time of deepest grief. Betty and Carol Axelrod

My family and I would like to thank all my friends and co-workers for their thoughtfulness and sympathy expressed during the recent loss of my mother. Stanley Lubowiecki

My family and I wish to express our heartfelt thanks for your kindness and concern on the recent loss of my wife Ann. Ralph Marangio and Family

My children and I would like to thank all of my friends in Marketing and Advanced Development for their kind thoughts and Cancer Care donations in the memory of my wife, Anne D. Koenig. Dick Koenig

I would like to extend my sincere thanks for the sympathy and kindness expressed during the loss of my brother Bill. Gerry Gibbons and Family

Sincere thanks to everyone for their thoughtfulness and kind expression of sympathy upon the loss of my mother. Rudy Bernstein

calendar

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; **Personnel Relations,** Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.: open meeting. **Personnel,** 369-6759, C. Robb, Ext. 117-7038

American Production & Inventory Control Society: Tues. June 22, Musicaro's, Melville, 6:30 dinner, 8 p.m., speaker. Technical presentation. Guest speaker will be Louis LaRosa. Guests welcome. N. Heilweil, Ext. 2250

ASHRAE: Tues., June 8, Hofstra University Alumni Club, 6 p.m. Technical discussion. Guests welcome. A. Rubenstein, Ext. 1778

C.B.I. Vets Association: Tues. June 29, Recreation bldg., 5 p.m. Guests welcome. R. Fong, Ext. 2484/8616 and W. Pytlowany, Ext. 8617

Coin Club: (Bethpage) Wed., June 23, Vendor conference rooms, Pl. 25, 12:05 p.m. Informal lunchtime meeting. K. Hale, Ext. 1825

Computer Club: Mon., June 21, Recreation bldg., 5 p.m. Computer discussion and demonstration. Beginner to advanced programming. Guests welcome. J. Hayne, Ext. 5556/P. Frumkin, Ext. 2797

Fencing Club: every Wed., Recreation bldg., 4:45 to 6:30 p.m. Free instruction and fencing practice. Guests welcome. J. Hayne, Ext. 5556, P. Chaldaris, Ext. 3486

French Club: Tues., June 22, Recreation bldg., 5:30 p.m. Guests welcome. M. Mirpuri, Ext. 3895

GACE Flying Club: Mon., June 21, Cosmopolitan at Republic Airport, 5:15 p.m. Regular monthly membership meeting. Guests welcome. R. Reisch, Ext. 5967

Grumman Disabled American Vets Club: Wed., June 16, Plant 3 cafeteria, 4 p.m. Business meeting. All disabled American Veterans welcomed. T. Melia, Ext. 4750

Grumman Family Campers: Camping trip to Twin Falls, Hancock, N.Y., Fri., July 2 thru July 5, for schedule contact B. Ingersoll, 364-3884/J. Perrotta, Ext. 5851

Grumman Ski Club: Wed., June 16 and July 7, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Motorcycle Club: Wed., June 16, Recreation bldg., 5 p.m. General meeting. Guests welcome. K. Mann, Ext. 1645

N.Y.S.S.P.E. Suffolk County Chapter: Thurs., June 24, LaGrange Inn, W. Islip, 7 p.m. Installation of officers, dinner dance. Guests welcome. W. Lipman, Ext. 2506

Professional Secretaries International: Thurs., June 17, Polish Hall, Riverhead, 6:30 p.m. Presentation of Annual Scholarship Award and Installation of Officers. Guests welcome. E. Gaias, Ext. 117-7397/D. Evans, Ext. 117-7167

Society of Manufacturing Engineers: Mon., June 14, Polytech Institute of N.Y., Farmingdale, 7:30 p.m. Technical program. Guest speaker will be Sol Mendelsohn, president Industrial Valve Services. Guests welcome. V. Pavlik, Ext. 8737

Toastmasters: every Wed., Plant 111, Grumman Corp. Hdqtrs., lower concourse. Regular meeting. Grumman employees welcome. C. Peterson, Ext. 4930

scorecard

Woodwell winners

Over 40 Grumman gardeners entered the Fifth Annual Stuart Flower Show last month. No one could top Robert Woodwell and his prize-winning orchids.

Woodwell's entry won this year's "Best in Show." Grumman retiree Harry Ramberg won first place for his roses; Jim Duncomb finished first in the cut flower arrangement competition.

Bob Waring and Fabio Cortes split first place honors for their cacti. Terry Hallenstein swept the three succulent categories. Both Mickey Sweeney and Eileen Smith won top prizes for their hanging plants, while Martha Bell walked away with a prize for her plant arrangement. Terry Reid took first among the spathiphyllum growers.

Mets magic

Tickets are now on sale for the July 30 baseball game at Shea Stadium when the Mets take on the Pittsburgh Pirates at 8 p.m. Admission is \$5.50 per person; bus transportation from Plant 3 is \$3.50. Tickets may be purchased from Recreation, Plant 28A, Ext. 2133.

Mixed Pinehurst

It's never too early to sign up for the two remaining Grumman Mixed Pinehurst tourneys. Next month's golf tourney takes place on Wednesday, July 28. The August event tees off on the 25th.

Both golf tourneys are played at Bethpage State Park. Cost is \$7 per golfer; \$14 for a team. Call Recreation's Mike Cherry (Ext. 2133) to sign up. The field is limited to 60 golfers per outing.

Worth the wait

Jensen Lanes in Jensen Beach, Florida, about five miles away from Plant 77 in Stuart, had to wait a long time. After 20 years in business, they had never had a 300 game bowled there, not until Grumman's George Gibson came along. "It was only my first 300 in league play," says George, who holds a 207 average. "The whole place went crazy."

The 35-year-old Gibson has been bowling since he was about 15 and only once before, in prac-



High order of orchids. Ed Dalva (L), vice president and general manager of Stuart Operations, congratulates Robert Woodwell for winning 'Best in Show' for his orchids at the recent Stuart Flower Show.

tice, did he ever roll a perfect 300. This last one was special. "Everybody was watching," he recalls. "After the ninth strike I just blocked out everything going on around me. The first 10 I just hammered into the

pocket. The 11th was a swisher."

An the 12th and final strike was worth a four-foot tall trophy and a new watch.

"Since then" he says, "I've bowled a 295. I'll bowl a 300 again." He just might.



Tee time. This year's Grumman varsity golf team is ready to take on the best Long Island has to offer. The team — made up of (L to R): Bill Suppa, Steve Lake, Joe Gambino, Bob Chalus, Steve Pabst, Bob Murray, Gene Piwowar, top qualifier and team captain Jim Minsky and coach Mike Cherry — meet Republic next week in the first match of the season.

Tomcats wish to forget Memorial Day tourney

The Glen Cove Recreational Memorial Day tournament changed like the weather on Long Island for the Grumman Varsity Softball team: from sunny skies to gray and rain. The Tomcats finished third after winning their first three games. They lost their final two.

The annual tournament was held the Friday evening and Saturday and Sunday of the holiday weekend.

This is one of the toughest tournaments the team will play all season. Manager Jack Keane is content with the team's showing. "We did well, considering the competition," he says. Only two industrial teams were in the tournament. (The other, Connecticut-based Sikorsky, the Tomcat's longtime rivals, finished second.)

However, the other 14 teams are

"open" teams, able to use the best players they can find. Industrial teams must find the best players on their payrolls.

But that doesn't stop the Tomcats, who won this tournament last year. It looked like they would repeat the victory this year, too.

"We played well on the first two days," Keane points out. "Then, on Sunday, for some reason we didn't hit. If you don't hit you don't win. We lost to the two teams from Connecticut."

Though the Grumman team wasn't able to collect the shiny trophy for the Plant 28A trophy case, there still some bright spots in their weekend. Tom Marion, Grumman's pitcher and the MVP of this tournament last year, led Grumman hitters with a .643 average. Rightfielder Jay Johnson hit .600 and left-centerfielder Mike Gallo averaged .571.

"Looks like from now on we'll have all our starters," Keane says. "We're now playing better than .500 ball in both leagues."

The Grumman varsity, one of the top industrial teams in the nation, plays in two open leagues here on Long Island.

Though they got off to a slow start, mainly because several of the Tomcats had to wrap up the spring college semester, they are back on track.

"We look to do well in the Brookhaven league," he says. The other league plays in Cantiague Park in Hicksville. Keane hopes to finish at least second or third, despite the competition since, he says, "We are the only industrial team in either league and we're playing against the best open teams on Long Island."

And these teams are playing the best industrial team around.



Ready to roll. Tom Lahey (L), deputy general manager of Milledgeville Ops., chats with Daphne Densmore before scores of Grummanites walked for the March of Dimes. Daphne is the Middle Georgia poster child and the daughter of Grummanite Max Densmore.

'Picnic in Park' open for business

"Picnic in the Park" opened for the summer season at McKay Field last Monday, June 7. The popular Food Services' offering will be available daily from 11:30 a.m. to 1 p.m. — weather-permitting.

Here's the menu: ¼ pound hamburgers, \$1.20; ½ pound franks, \$1.05; two pieces of fried chicken, \$1.15; three pieces of chicken, \$1.70; sausage, pepper and onion heroes, \$1.65; corn on the cob, 50 cents. An assortment of drinks are also on sale.

McKay Field is located next to Plant 24, right behind the Bethpage Community Park on Stewart Avenue. It is an easy walk from Plants 30 and 35.

Milledgeville marches for those who can not

The children called and the Grummanites of Milledgeville responded. Over 110 Grummanites turned out on May 8 for the March of Dimes' WalkAmerica 10-mile trek from Walter B. Williams Park, which is just across Highway 22 from Plant 66, through downtown Milledgeville and back again for the March of Dimes' WalkAmerica on May 8.

Led by Daphne Densmore, the Middle Georgia poster child and the daughter of Plant 66's Max Densmore, the Grummanites raised nearly \$4,000. This was more than

half of the \$7,000 raised by the 200 walkers who turned out that day.

"We sure were proud of the people from Grumman," said Densmore. "They really did themselves right." About 20 percent of the Grummanites in Plant 66 walked that day.

Joey Franks, a night shift fiberglass mechanic, was one of them. But he had the distinction of being the top fund raiser in Milledgeville that day. His contributions amounted to \$235.

GRUMMAN plane news